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Flying Officer William E Suddick, DFC

William Edward Suddick was born on October 4th, 1920 in London Ontario to Percy and Eva Suddick. He wasted no time enlisting for service with the RCAF at the age of 19 on July 2nd, 1941. He completed his aircrew training at No. 4 Bombing and Gunnery School in Fingal Ontario, being qualified as a Wireless Operator/Air Gunner.

After completing his training in Canada he was sent to England to hone in his skills at No. 23 Operational Training Unit on September 23rd, 1941. It was here that he formed a crew with Pilot F/Sgt Hyde and conducted practice flights over England in the Wellington Bomber. After 2 months of further training he and his crew were finally transferred to their first operational bomber squadron (115 Sq.).

The crew flew their first successful operational sortie with 115 squadron on November 26th, 1941, with the target being Emden, Germany. F/Sgt Suddick would go on to complete 20 more relatively uneventful sorties as the wireless operator before his luck would run thin. On the return from a raid to Mannheim on the night of May 19/20th, 1943 at 0309h NW of Walcheren island, F/Sgt Suddick's Wellington Bomber gained visuals on an unknown aircraft one mile away and astern. The Aircraft was identified as an enemy Me 110 and it attacked in a steep climb. The Me 110 opened fire and the Wellington's rear gunner Sgt Reeves returned fire. As the bomber took evasive action turning to port. The Me 110 was seen to rise nearly vertically astern, with smoke pouring out of the port engine before presumably crashing into the sea.

During the pursuit with the Me 110 the Wellington sustained damage by cannon and machine gun fire to its wings and hydraulic systems. The hydraulics with the exception of the turrets, were rendered unserviceable. One of the cannon shells that damaged the aircraft exploded in the fuselage and wounded F/Sgt Suddick in the leg. With their aircraft damaged the pilot F/Sgt Hyde successfully crash landed on their return to England with no further injuries resulting. With multiple shrapnel wounds to his left leg F/Sgt Suddick was sent to the RAF General Hospital in Ely to be treated. Aside from his physical wounds which continued to trouble him well into June of 1943, the close call also left him unsettled and shaken. Suffering from Tachycardia from the emotional stress, F/Sgt Suddick had also lost his nerve and his desire to fly. This report by the medical officer dated June 17th 1943 is very telling

“Still complains of pain in the left knee which tends to keep him awake at night. [...] Opinion:- This Officer is quite frank that he has lost his nerve and has no wish to resume flying. I think there is a definite functional element in his symptoms. I consider it would be wise and justifiable for him to have a short period of rehabilitation at M.R.U. Loughborough, where the degree of disability could be accurately assessed, and I recommend that the necessary arrangements be made for him to be seen by the Neuropsychiatrist while there [...] Signed A. Ronald, W/Cdr, Orthopaedic Specialist”

After his discharge from hospital F/Sgt Suddick, still undergoing his physical and mental recovery, was transferred to No. 22 Operational Training Unit to serve as an instructor on July 22nd, 1942. While acting as an instructor he received a promotion to Warrant officer in November of 1942, later receiving a commission to the rank of (Continued Page 2)

This “SHOW AND TELL” was presented and researched by **Member Garrett Lapp**, and he is in possession of *Flying Officer William Suddick DFC* medal group as shown on page 3. Garrett joined the Calgary Military Historical Society in 2014 when he was 14 years old. He currently is in his 3rd year studying Ecology and Zoology at the University of Calgary.

-Pilot Officer on February 23, 1943. With the end of his time Instructing at No 22 OTU, he received an assessment dated August 21st, 1943 - "

Has not a very forceful personality but his instruction and knowledge is sound and he has been a useful instructor in the ground school." -W/C A.W. Oldroyd, No.22 OTU)

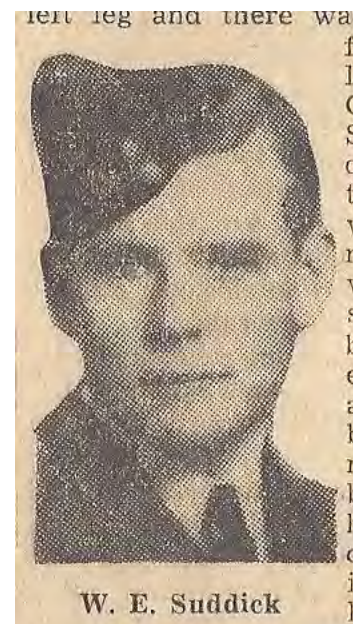
P/O Suddick as an experienced wireless operator with an understanding of German, was then transferred to 101 Squadron RAF, which was in the midst of testing the new secret ABC or "Airborne Cigar" radio system. The secret ABC equipment allowed the operator to intercept German radio signals and jam transmissions to and from the enemy night fighters. By listening to the German frequencies the operators were tasked with picking up any intelligence worthy information that they could and pass it on to the brass. Being specially selected for this task, P/O Suddick found himself attached to a Lancaster crew piloted by F/Lt Austin who had piloted the first tests of the ABC equipment. It was with this crew that P/O Suddick flew during the very first operational use of the ABC equipment, on October 7th, 1943, as one of the very first Special Operators of 101 Squadron.

As the eighth crew member, the Special Operators were isolated from the heated part of the aircraft and were forced to wear heavy heated flight suits like the gunners. As highly valuable individuals the Special Operators were usually not assigned to a specific crew, usually sleeping in separate quarters (less they talk in their sleep), going wherever needed, and thus being isolated from the tight knit bond which crews formed. However, luckily P/O Suddick would fly exclusively with F/Lt Austin's crew, with only one exception. Unlike P/O Suddick who was of English descent, many of the other Special Operators were Jewish-Germans who had to be given English sounding names, and often were even officially assigned to be RCAF personnel to prevent suspicion in the event of their capture. As the Special Operator P/O Suddick flew numerous sorties as ABC equipped 101 squadron Lancaster's would take part in every major allied bombing mission till the end of the war. One of his missions to Berlin in December of 1943 would be extremely noteworthy for now promoted F/O Suddick, even if he would never know it. It was on one of these operations that his work as the Special Operator would help earn him his Distinguished Flying Cross. Effective January 1st, 1944. His DFC citation reads as follows.

"Flying Officer Suddick has been an extremely efficient and enthusiastic wireless operator/rear gunner who has invariably set his mind fearlessly to the task in hand. In December 1943 he took part in an operational mission to Berlin in the course of which he displayed exceptional initiative and attained outstanding results. His example of cheerful courage and coolness in the face of enemy opposition has been of great value to his squadron."



F/O Suddicks 1945
Distinguished Flying
Cross (left).



W. E. Suddick

Before the actions of his bravery and devotion could be fully recognized by the higher ups, F/O Suddick would continue to perform his dangerous duties as Special Operator aboard the ABC equipped Lancaster's. Unfortunately ABC Lancaster's seemed to present themselves as an especially easy target for German fighters and were readily distinguishable from normal aircraft by their two large dorsal masts.

On the very first operation of 1944, on January 1st, F/O Suddick found himself separated from his usual crew, filling in on P/O Bell's crew. On this operation to Berlin the navigator Sgt Bailey became disoriented and the crew did not arrive over the target until well after the rest of the bomber stream, so late that even the pathfinder flares were gone. With no visible target or fire due to the cloud cover the crew dropped their bombs over the glow beneath the clouds guessing that that was the target. On their otherwise peaceful return trip while over Belgium at around 0546h the American Lt Albert from his position in the nose, saw some explosions around the aircraft, but the navigator Bailey claimed that this was the flak around Charleroi. With that opinion the pilot decided not to take evasive action and continued flying in a straight course. Unbeknownst to them the explosions were not flak but cannon burst from an Me 110 piloted by Hauptmann Wilhelm Herget, the Commander of the I./NJG 4. He had caught sight of the lone bomber and had positioned himself underneath the Lancaster when he made this first attack which missed. However with the crew oblivious to the near miss Hauptmann Herget repositioned himself and made his second attack which took a direct hit to the wings.

F/O Suddick's experiences from here on are unknown due to his isolated location on board the aircraft, but excerpts of some surviving crew members experiences are as follows. Following the hit to the wing the next thing the Pilot P/O Bell recalled was the Flight Engineer Sgt Somers exclaiming 'Oh something hit us' and the next thing the starboard wing was in flames. While the crew scrambled to put on their parachutes Sgt Bailey clicked on his parachute, but he only secured one bracket. After this he followed Sgt Somers and hearing that the bomb aimer was ready, pulled the intercom and oxygen connections from the plugs. Just as both men were standing on the steps leading to the nose, the Lancaster took a steep dive. Around this time P/O Bell recalls exclaiming, or trying to exclaim 'We've had it boys' before a huge explosion took place, tearing the whole structure apart.

The explosion had thrown out the crew members at the front of the aircraft and miraculously four of them were able to regain consciousness in time to pull their chutes. Sgt Bailey regained consciousness, but fell into a free fall towards Earth. The unopened parachute, to which he only slung with one arm, hung above his head. Sgt Bailey managed to grab the suit and pull the ripcord. He made a successful landing in the forest of Rance. As well P/O Bell who also only had one strap of his parachute chute on, along with Lt Albert and Sgt Harris managed to regain consciousness and successfully pull their chutes in time. Of these four men Sgt Bailey would evade capture and make it back to England by February 18th, while the other three would be helped by civilians before eventually being betrayed and captured, being sent to POW camps. Tragically the other four crew members including F/O Suddick were all killed, being either trapped in the falling wreckage or unable to pull their chutes in time. Sgt George Cannon, F/O William Suddick, DFC (age 23), Sgt Lawrence Somers (age 19), and P/O Frank Zubic (age 18) are all buried in Gosselies Communal Cemetery in Belgium

F/O William Edward Suddick would never learn that he had won the Distinguished Flying Cross, and on November 8th, 1949 his parents were presented with his DFC.



101 Squadron RAF, Bomber Command:

Bell Crew:

ABC equipped Lancaster DV308 "SR-V" Shot down by German Air Ace Hauptmann Wilhelm Herget over Belgium while on return from a raid of Berlin on January 2, 1944.

Pilot	P/O Derrick J Bell	RAF	POW
Flight Engineer	Sgt Lawrence Somers	RAF	KIA
Navigator	Sgt H W Bailey	RAF	Evaded
Bomb Aimer	1st Lt Martin H Albert	USAAF	POW
Wireless Operator	Sgt E H Harris	RAF	POW
Mid Upper Gunner	P/O Frank J Zubic	RCAF	KIA
Rear Gunner	Sgt George C Connon	RAF	KIA
Special Operators	F/O William E Suddick, DFC	RCAF	KIA

Austin Crew:

Pilot	F/L William D Austin, DFC & Bar	RAF
Flight Engineer	Sgt G Lockheart	
Navigator	F/Sgt Reginald C Waterson DFM	RAAF
Bomb Aimer	Sgt D Bruchez	
Wireless Operator	F/Sgt J W Varley	
Mid Upper Gunner	Sgt C Grey	
Rear Gunner	F/Sgt O Toitz	
Special Operators	F/O William E Suddick, DFC	RCAF

Other part-time Members:

Flight Engineer	Sgt Beedle	(Replaced Oct 8 1943)
Mid Upper Gunner	Sgt G W Wright	"
Rear Gunner	Sgt J C K Platts	"
Ninth Crew Member	P/O Martin H Albert	(One Op Oct 18, 1943, See Above)
Ninth Crew Member	Sgt B A Pullon	(One Op Oct 20, 1943)

115 Squadron RAF, Bomber Command:

B-Flight, Wellington Bombers

Hyde Crew:

Pilot	F/Sgt Hyde	
Second Pilot	Sgt H Edwards	(position removed May 6, 1942)
Navigator	Sgt Robb	
Wireless Operator	F/Sgt Suddick	
Front Gunner	F/Sgt France	
Rear Gunner	Sgt Reeves	

Other Short-term Members:

Second Pilot	F/Sgt Tonking	(Replaced by Edwards March 8, 1942)
Front Gunner	Sgt Ballentine	(Replaced France March 28, 1942)

Luftwaffe

Hauptmann Wilhelm Herget

Credited with 73 aerial victories, including Lancaster DV308 "SR-V".



November 26, 1941:

a/c: Mk.III Wellington LX9733

Crew: Hyde, Tonkin, Robb, Suddick, France, Reeves
Duty: Attack on Emden Takeoff: 1722h, Touchdown: 2220h

Details of sortie: 4 Freshmen aircrew, 2 a/c carried 7 500lb GPs, 2 a/c carried 1 1000lb GPs and 4 500lb GPs. 2 a/c carried cameras and photo flash bombs. (Captain F/Sgt Hyde) Bombing from a height of (?23?) Feet dropped his bombs but observed no results.

.....(Time at 1814 Flight)

March 8, 1942:

a/c: Mk.III Wellington ZX3344 Crew: Hyde, Edwards, Robb, Suddick, France, Reeves

Duty: Attack on Essen Takeoff: 0015h, Touchdown: 0240h
Details of sortie: 17 aircraft, 6 a/c carried 12 bundles of 4.5 flares, and 4 250lb GPs, 11 a/c carried 9 SBCs, 13 a/c carried cameras. (Captain F/Sgt Hyde) Was forced to abandon the Sortie 20 miles from the Dutch coast due to the rear turret oxygen regulator becoming unserviceable. All Bombs were brought back

March 10, 1942:

a/c: Mk.III Wellington QX3602

Crew: Hyde, Edwards, Robb, Suddick, France, Reeves
Duty: Attack on Essen
Takeoff: 1915h, Touchdown: 0055h

Details of sortie: 10 aircraft, 7 a/c carried 9 250lb Incendiaries, 3 a/c carried 9 SBCs, all carried cameras. (Captain F/Sgt Hyde) Successfully located and attacked target and bombing from a height of 17000 feet dropped his bombs and observed one large fire.

March 25, 1942:

a/c: Mk.III Wellington BX3488

Crew: Hyde, Edwards, Robb, Suddick, France, Reeves
Duty: Attack on Essen Takeoff: 1943h, Touchdown: 2325h

Details of sortie: 17 aircraft, 9 a/c carried 12 bundles of 3 4.5 flares and 2 250lb GPs, 7 a/c carried 9 SBCs, 1 a/c 1 4000lb HC, all a/c except one carried cameras. (Captain F/Sgt Hyde) Was forced to abandon the sortie owing to the T.R. 1335 and rear guns becoming unserviceable. Bomb was jettisoned alive in the sea

April 2, 1942:

a/c: Mk.III Wellington XX3488

Crew: Hyde, Edwards, Robb, Suddick, France, Reeves
Duty: Attack on Poissy Takeoff: 2018h, Touchdown: 0135h

Details of sortie: 6 aircraft, 1 a/c carried 1 4000lb HC, 5 a/c carried 6 50lb GPs and 1 1000lb GP. (Captain F/Sgt Hyde) Successfully located and attacked target, and bombing from a height of 4000 feet dropping his bombs straight across the factory. Two bursts were observed, and two fires were seen at northern end of main factory. Three bundles also of leaflets were dropped.

December 11, 1941:

a/c: Mk.III Wellington XX3414

Crew: Hyde, Tonkin, Robb, Suddick, France, Reeves
Duty: Attack on Brest Takeoff: 1605h, Touchdown: 2215h

Details of sortie: 11 aircraft, 4 a/c carried 1 2000lb AP and 3 500lb SAPs, 3 a/c carried 8 500lb SAPs, 3 a/c carried 6 500lb SAPs, 1 a/c carried 8 250lb GPs and 2 SBCs, 5 a/c also carried cameras and 2 photo flash bombs. (Captain F/Sgt Hyde) Bombing from a height of 12000 feet dropped his bombs on flak Brest area without observing any results.

March 9, 1942:

a/c: Mk.III Wellington ZX3344

Crew: Hyde, Edwards, Robb, Suddick, France, Reeves
Duty: Attack on Essen Takeoff: 1926h, Touchdown: 2355h

Details of sortie: 10 aircraft, 5 a/c carried 12 bundles of 3 4.5 flares and 4 250lb GPs, 5 a/c carried 9 SBCs. All a/c carried cameras. (Captain F/Sgt Hyde) Successfully located and attacked target and bombing from a height of 16500 feet dropping his bombs which were all observed to fall in the town starting one large and four small fires. Much dense black smoke was seen five minutes after bombing. Two moderate fires were seen on arrival.

March 13, 1942:

a/c: Mk.III Wellington RX3591

Crew: Hyde, Edwards, Robb, Suddick, France, Reeves
Duty: Attack on Cologne Takeoff: 1856h, Touchdown: 0105h

Details of sortie: 14 aircraft, all carried 12 bundles of 3 4.5 flares and 4 250lb GPs. All carried cameras. (Captain F/Sgt Hyde) Successfully located and attacked target and bombing from a height of 15500 feet dropped his flares which burst below the cloud. The town was recognized during the run up.

March 28, 1942:

a/c: Mk.III Wellington XX3488 Crew: Hyde, Edwards, Robb, Suddick, Ballentine, Reeves
Duty: Attack on Lubeck Takeoff: 2050h, Touchdown: -

Details of sortie: 15 aircraft, 2 a/c carried 12 bundles of 3 4.5 flares and 4 250lb GPs, 2 a/c carried 1 1000lb GP and 5 500lb GPs, 7 a/c carried 9 SBCs, all a/c carried cameras. (Captain F/Sgt Hyde) Was recalled because of too early a takeoff. Bomb was jettisoned safely in the sea.

April 5, 1942:

a/c: Mk.III Wellington XX3488

Crew: Hyde, Edwards, Robb, Suddick, France, Reeves
Duty: Attack on Cologne Takeoff: 0051h, Touchdown: 0545h

Details of sortie: 16 aircraft, 6 a/c carried 12 bundles of 3 4.5 flares and 4 250lb GPs, 7 a/c carried 1 1000lb GP and 5 500lb GPs, 3 a/c carried 1 4000 Special HC. 13 a/c carried cameras. (Captain F/Sgt Hyde) Bombing from a height of 15000 feet dropped his bomb and observed bursts. Large fires were seen in target area including a very large fire in vicinity of own bomb. Fires were visible 100 miles from target. Leaflets were dropped

April 6, 1942:

a/c: Mk.III Wellington XX3488

Crew: Hyde, Edwards, Robb, Suddick, France, Reeves

Duty: Attack on Essen Takeoff: 0050h, Touchdown: 0559h

Details of sortie: 10 aircraft, 5 a/c carried 12 bundles of 3 4.5 flares and 4 250lb GPs, 3 a/c carried 9 SBCs, 2 a/c carried 1 4000lb HC. All a/c carried Cameras. (Captain F/Sgt Hyde) Bombing from a height of 16000 feet dropped his bomb which was seen to burst starting a reddish fire.

April 17, 1942:

a/c: Mk.III Wellington XX3488

Crew: Hyde, Edwards, Robb, Suddick, France, Reeves

Duty: Attack on Hamburg Takeoff: 2347h, Touchdown: 0550h

Details of sortie: 14 aircraft, 9 a/c carried 9 SBCs, 3 a/c carried 1 1000lb and 5 500lb GP, 2 a/c carried 1 4000lb HC. 13 a/c carried cameras. (Captain F/Sgt Hyde) Bombing from a height of 18000 feet dropped his bombs which were seen to burst. Fires were visible. Target was not definitely identified

April 25, 1942:

a/c: Mk.III Wellington XX3488

Crew: Hyde, Edwards, Robb, Suddick, France, Reeves

Duty: Attack on Rostock Takeoff: 2223h, Touchdown: 0524h

Details of sortie: 12 aircraft, 2 a/c carried 1 4000lb HC, 2 a/c carried 9 SBCs, 8 a/c carried 1 1000lb GP and 5 500lb GPs. All the aircraft carried cameras. (Captain F/Sgt Hyde) bombing from a height of 11000 feet dropped his bombs on the town and observed bursts amongst other fires. The whole town was ablaze. Leaflets were dropped and photos attempted.

April 29, 1942:

a/c: Mk.III Wellington NX3466

Crew: Hyde, Edwards, Robb, Suddick, France, Reeves Du-

ty: Attack on Gennevillers and Ostend Takeoff: 2139h, Touchdown: 0326h

Details of sortie: 16 aircraft, 6 a/c carried 9 SBCs, 8 a/c carried 1 1000lb GP and 6 500lb GPs, 1 a/c carried 16 250lb GPs, 1 a/c carried 1 4000lb HC. All cameras. (Captain F/Sgt Hyde) Bombing from a height of 9000 feet dropped his bombs which were seen to fall in Gnome Rhone works, five bursts being observed. Leaflets were dropped and 5 photos taken.

May 4, 1942:

a/c: Mk.III Wellington XX3488

Crew: Hyde, Edwards, Robb, Suddick, France, Reeves

Duty: Attack on Stuttgart Takeoff 2204h, Touchdown 0510h

Details of sortie: 13 aircraft, 11 carried 9 SBOs, 2 a/c carried 1 4,000lb HC, 10 a/c carried cameras. (Captain F/S Hyde) Bombing from a height of 14,500 feet dropped his bombs on a T.R. fix and observed fires started and some bursts. Leaflets were dropped.

April 8, 1942:

a/c: Mk.III Wellington XX3488

Crew: Hyde, Edwards, Robb, Suddick, France, Reeves

Duty: Attack on Hamburg Takeoff: 2310h, Touchdown: 0433h

Details of sortie: 13 aircraft, 9 a/c carried 9 SBCs, 2 a/c carried 1 1000lb GP and 5 500lb GPs, 2 a/c carried 1 4000 HC. All a/c carried cameras. (Captain F/Sgt Hyde) attacking target bombed on T.R. assisted by D.R. dropped his bombs without observing any results. Leaflets were dropped.

April 22, 1942:

a/c: Mk.III Wellington XX3488

Crew: Hyde, Edwards, Robb, Suddick, France, Reeves

Duty: Attack on Cologne and Le Havre Takeoff: 2215h, Touchdown: 0225h

Details of sortie: 13 aircraft, 6 a/c carried 9 SBCs, 4 a/c carried 1 1000lb GP and 5 500lb GPs, 2 carried 1 4000lb HC, 1 a/c carried 15 250lb GPs. All a/c carried cameras. (Captain F/Sgt Hyde) Bombing from a height of 18000 feet dropped his bombs on a T.R. fix and about 1 mile South of target. No results were observed. Leaflets were dropped.

April 27, 1942:

a/c: Mk.III Wellington TX3724

Crew: Hyde, Edwards, Robb, Suddick, France, Reeves

Duty: Attack on Cologne and Dunkirk Takeoff: 2139h, Touchdown: 0359h

Details of sortie: 13 aircraft, 1 a/c carried 1 4000lb HC, 1 a/c carried 1 1000lb GP and 6 500lb GPs, 1 a/c carried 15 250lb GPs, 10 a/c carried 9 SBCs. 12 a/c carried cameras. (Captain F/Sgt Hyde) Bombing from a height of 18000 feet dropped his incendiaries but no results were seen due to searchlight interference. Leaflets were dropped in Lille area.

May 2, 1942:

a/c: Mk.III Wellington QX3343

Crew: Hyde, Edwards, Robb, Suddick, France, Reeves

Duty: To lay vegetables (mines) in allotted positions Takeoff: 2339h, Touchdown 0720h

Details of sortie: 13 aircraft, each carried 2 1,500lb vegs. (Captain F/S Hyde) Identified the position and dropped his vegs from a height of 800 feet

May 6, 1942:

a/c: Mk.III Wellington XX3488

Crew: Hyde, Robb, Suddick, France, Reeves

Duty: Attack on Stuttgart and Nantes Takeoff: 2218h, Touchdown: 0419h

Details of sortie: 14 aircraft, 5 a/c carried 9 SBCs, 6 a/c carried 9 SBCs (30lb incendiaries), 1 a/c carried 1 1000lb GP and 5 500lb GPs, 1 a/c carried 14,250lb GPs, 1 a/c carried 1 4000lb HC (Captain F/Sgt Hyde) Bombing from a height of 15,500 feet dropped his bombs by visual observation. Bursts were seen but no results observed. Leaflets were dropped and 3 photos attempted. 2 a/c did not return, captained by F/L Sword and F/L Paterson.

May 8, 1942:

a/c: Mk.III Wellington XX3488

Crew: Hyde, Robb, Suddick, France, Reeves

Duty: Attack on Warnemunde Takeoff: 2138h, Touchdown: 0508h

Details of sortie: 13 aircraft, 9 a/c carried 1 1000lb GPs and 5 500lb GPs, 1 a/c carried 1 1000lb GP and 4 500lb GPs, 3 a/c carried 1 4,000 HC, 9 a/c carried cameras. (Captain F/Sgt Hyde) Bombing from a height of 12,500 feet dropped his bombs which were seen to burst, but no other results were observed due to searchlights. Leaflets were dropped. Photograph attempted.

F/O Suddick's Ops: 101 Squadron

October 7, 1943: a/c: Mk.III Lancaster LM365 "SR-H"

Crew: Austin, Beedle, Waterson, Bruchez, Varley, Wright, Platts, Suddick

Duty: Attack on Stuttgart Takeoff: 2020h, Touchdown: 0350h

Details of sortie: Loaded 1 4000 HC, 1 5000 MC 540/4 (130x) 48/30lb. Primary attacked at 0015h from 21000 ft. Leading 049 fnc(?) RAS 159. 10/10 cloud over target. Bombed on green T.I. Red glow of fires seen through clouds. A quite uneventful trip. *-This mission was the first operational use of the secret A.B.C. apparatus*

October 18, 1943:

a/c: Mk.III Lancaster DV265 "SR-F"

Crew: Austin, Lockheart, Waterson, Bruchez, Varley, Grey, Toits, Suddick, Albert

Duty: Attack on Hannover Takeoff: 1715h, Touchdown: 2225h Details of sortie: Load 1 4000 HC, 2 1000 MC, 1 1000 GPLD 48/30 840/4(130x)lb. Primary attacked at 2019h from 20,000ft. Heading 18b T at IAS 165. 10/10 cloud in target area. Bombed on ETA. Large explosion seen one minute prior to bombing. Canopy perspex damaged by flake. Attacked apparently very scattered. P.F.F. not up to required standard.

November 3, 1943:

a/c: Mk.III Lancaster DV298 "SR-J"

Crew: Austin, Lockheart, Waterson, Bruchez, Varley, Grey, Toitz, Suddick

Duty: Attack on Dusseldorf Takeoff: 1700h, Touchdown: 2120h

Details of sortie: Load 1 4000 MC, 1 1000 MC, 1140/4 (30x) 48/30lb. Primary attacked at 1947h from 20,000ft. Heading 152M at IAS 155. No cloud over target visibility good. Rhine and built-up area seen. Bombed on TI red. HE and incendiaries seen in target area. A good prang

November 22, 1943:

a/c: Mk.III Lancaster DV298 "SR-J"

Crew: Austin, Lockheart, Waterson, Bruchez, Varley, Grey, Toitz, Suddick

Duty: Attack on Berlin Takeoff: 1650h, Touchdown: 2315h

Details of sortie: Load 1 4000lb HC, 48/30lb, 1170/41lb, (30x)lb. Primary attacked at 2018h from 21,500 hdg 104M at IAS 155. Bombed on red flares with green stars. Large glow from fires seen on the cloud in target area

May 19, 1942:

a/c: Mk.III Wellington YX3364

Crew: Hyde, Robb, Suddick, France, Reeves

Duty: Attack on Mannheim Takeoff: 2312h, Touchdown: 0518h

Details of sortie: 12 aircraft, 2 a/c carried 1 1,400lb HC, 1 a/c carried 14,250 GPs, 9 a/c carried 9 SBCs, all a/c carried cameras. (Captain F/Sgt Hyde) Bombing from a height of 17000 feet identified the target and dropped his bombs by visual observation on existing fires. The aircraft was damaged by an enemy T.E. aircraft which was shot down. Crash landed on return.

***** Injured leave and Instructor at 22 OTU****October 8, 1943:**

a/c: Mk.III Lancaster LM365 "SR-H" Crew: Austin, Lockheart, Waterson, Bruchez, Varley, Grey, Toitz, Suddick

Duty: Attack on Hannover Takeoff: 2235h, Touchdown: 0340h

Details of sortie: Load 1 4000lb HC, 1 1000lb MC, 1 1000lb GPLD (6hrs). Primary attacked at 0130.5h from 18,500ft. Heading 183T RAS 165 MPH Visibility good, slight ground haze. Target identified by P.F.F. markers. Red TIs in bombsight Large orange explosion seen at 0131h. Good concentration of aircraft. Red TIs somewhat scattered.

October 20, 1943:

a/c: Mk.III Lancaster DV236 "SR-T"

Crew: Austin, Lockheart, Waterson, Bruchez, Varley, Grey, Toitz, Suddick, Pullon

Duty: Attack on Leipzig Takeoff: 1720h, Touchdown: 0020h

Details of sortie: Load 1 4000 HC 48/30 840/(50x)lb. Primary attacked at 2105h from 22,000ft. Heading 198T at RAS 165. 10/10 cloud over target. No. P.F.F. technique seen. Bombed on ETA. Glow of incendiaries through cloud scattered over believed target area. Trip a wash-out.

November 18, 1943:

a/c: Mk.III Lancaster DV298 "SR-J"

Crew: Austin, Lockheart, Waterson, Bruchez, Varley, Grey, Toitz, Suddick

Duty: Attack on Berlin Takeoff: 1905h, Touchdown: 0120h

Details of sortie: Load 1 4000 HC, 48/30lb, 1080/4(90x)lb. Primary attacked at 2108h from 21,500ft, hdg 083M at IAS 165. Bombing on glow of TI seen through cloud. Heavy predicted flak over target. No results of bombing seen.

November 23, 1943:

a/c: Mk.III Lancaster DV298 "SR-J"

Crew: Austin, Lockheart, Waterson, Bruchez, Varley, Grey, Toitz, Suddick

Duty: Attack on Dusseldorf Takeoff: 1700h, Touchdown: 2315h

Details of sortie: Load 1 4000lb HC, 48/30lb, 840/41lb, (90x). Primary attacked at 20.03h from 21,000' on hdg 100M at IAS 155. Bombed centre of concentration of green TIs. Fires seen through cloud from last attack. P.F.F. excellent on target and en route.

December 2, 1943:

a/c: Mk.III Lancaster DV298 "SR-J"
 Crew: Austin, Lockheart, Waterson, Bruchez, Varley, Grey, Toitz, Suddick
 Duty: Attack on Berlin Takeoff: 1645h, Touchdown: 2310h
 Details of sortie: Load 1 4000 HC, 1230/4 (90x)lb, 48/30lb. Primary attacked at 2020h from 20,000' hdg. 064M at IAS 155. Bombed on red and green TI. Many fires taking hold in SE area

December 3, 1943:

a/c: Mk.III Lancaster DV298 "SR-J"
 Crew: Austin, Lockheart, Waterson, Bruchez, Varley, Grey, Toitz, Suddick
 Duty: Attack on Leipzig Takeoff: 0005h, Touchdown: 0735h
 Details of sortie: Load 1 4000lb HC, 1230/41lb, (90x)lb, 48/30lb. Primary attacked at 0401h from 19,000', heading 194M at IAS 155. Bombed on TI Greens. Incendiary fires seen through clouds, also two large explosions in the target area at 0406h.

December 16, 1943:

a/c: Mk.III Lancaster DV298 "SR-J"
 Crew: Austin, Lockheart, Waterson, Bruchez, Varley, Grey, Toitz, Suddick
 Duty: Attack on Berlin Takeoff: 1610h, Touchdown: 2325h
 Details of sortie: Load 1 4000lb, 1020/4 (inc. 90x) 48/30. Bombed TIs Red and Green, and R/F Flares Red with Green stars from 21,000ft at 2000h 100M at 155 IAS. Sporf Fighter Flares to SW of R/F Flares. Difficult to assess effectiveness of attack due to thick cloud

January 1, 1943:

a/c: Mk.III Lancaster DV308 "SR-V"
 Crew: Bell, Somers, Bailey, Harris, Albert, Zubic, Connon, Suddick
 Duty: Attack on Berlin Takeoff: 0020h, Shot down: abt. 0548h
 Details of sortie: 1 4000 MC, 48/30, 750/4 (inc. 90x). Missing, no communication since takeoff. -The aircraft got lost and arrived over Berlin late, with no pathfinder flares had disappeared and no fire was visible so they bombed over a glow that was hopefully the target. Around 0546h the Lancaster was attacked from below by a Bf 110 piloted by Major Wilhelm Herget. The first attack which missed the aircraft went unrecognized by the crew as they believed the grenade explosion was from flak and did not merit evasive action. However the ME 110's second attack hit the wings lighting the fuel tanks on fire. Most of the crew members were able to at least partially harness their parachutes, but before any of the crew could bail out the aircraft went into a deep dive before exploding mid air. Following the explosion four men (Bell, Bailey, Albert, and Harris) miraculously woke up in a free fall and were able to successfully pull their parachutes. The other four members of the crew (Somers, Connon, Zubic, and **Suddick**) were killed in the crash. Three of the survivors would be taken as POWs, with Bailey being able to evade capture and return to England.
(34 Ops Recorded here)

Glossary:

a/c: Aircraft

AP: Armour piercing bomb

GP: General purpose bomb

HC: High Capacity bomb

IAS: Indicated air speed

MC: Medium capacity bomb

PFF: Pathfinder force

SAP: Semi-armour piercing bomb

SBC: Small Bombs Container, carried up to 8 incendiaries

TR: Radio navigation aid

TI: Target indicator

Vegetables: Acoustic or magnetic mines

'FELT LIKE TRAIN HIT ME' EMDEN RAIDER GOT 9 WOUNDS

"An express train hit me on the left leg and there was a blinding flash of light," Pilot Officer W. E. Suddick, 21, of Roehampton Ave., wrote his mother in a vivid description of being wounded on operational duty by enemy machine-gun bullets. He has since recovered and is beginning his second operational tour after a period of instruction.



W. E. Suddick operational tour after a period of instruction.

He recently was mentioned as member of a bomber crew which raided Stuttgart. Most of the crews reported that enemy flak was surprisingly light and a great deal of damage was done "with one very big explosion that threw up a great cloud of black smoke."

Pilot Officer Suddick was wounded over the Dutch coast when returning from a raid on Emden, but continued with his duties as wireless air-gunner until the plane landed, he wrote to his mother, Mrs. P. E. Suddick.

"I was sitting on the floor pumping oil and our rear-gunner said he though he saw a light beneath us. I stood up to have a look from the hemispherical glass observation lookout on the top of the kite. I heard Len's (the rear-gunner, Len Reeves, England) guns go and an express train hit me on the left leg and there was a blinding flash of flame. I was pretty dazed and the place seemed filled with smoke."

BL. 14,789.

PERSONAL EFFECTS OF J. 17136 (?) SUDDICK, W. E.

- 1 Trumpet and apparatus in brown trumpet case, Abbott Mfg. Co.
- 1 zip valise blue grey containing (zip broken)
- 3 pr. black shoes.
- 1 bundle of letters, photographs and stationery. **R**
- 1 large photograph.
- 1 large blue kitbag containing:
 - 1 Officers greatcoat.
 - 1 Officers tunic with A.C. brevet and 1939/43 ribbon.
 - 1 pr. officers trousers.
 - 1 Officers raincoat.
 - 1 pr. khaki overalls.
- 1 pr. braces.
- 1 leather belt.
- 1 pipe.
- 1 grey mottled fountain broken.
- 1 change cigarette case.



This additional information added by Editor– Source 

Veterans Affairs
Canada


Anciens Combattants
Canada



Original burial site Grave marker – Submitted for the project Operation Picture Me



Memorial – Flying Officer William Edward Suddick is commemorated on the Bomber Command Memorial Wall in Nanton, AB ... photo courtesy of Marg Liessens


HENRY S. GOODERHAM
President

**RADIO STATION
CKCL**
"CANADA'S GREATEST SPORT STATION"
444 UNIVERSITY AVENUE
TORONTO
ONT.
May 30, 1940

Royal Canadian Air Force
York Piper Building
York Street
Toronto 2, Ontario

Gentlemen:


This is to unhesitatingly recommend Mr. William Suddick as a recruit for the Royal Canadian Air Force.

Mr. Suddick has been employed by Commercial Broadcasting Services for nearly nine months to work on a program on this station. His conduct and efficiency are above reproach. We regard him as a young man of the highest type, and as a former R.N.A.S. officer I have every reason to believe he is the type of recruit that the Royal Canadian Air Force could use.

Yours very truly,
A. E. Leary
A. E. Leary
Station Manager

L*K

R.C.A.F. Records Office
Rec'd JUL 17 1940
O. K. ... C.I.S.

 **MINUTE 1.** 18

D.P.S.

- No.101 Squadron reported that Lancaster aircraft, DV.308, with a crew of 8, failed to return from an operational attack on Berlin. It left base at 00.20 hours, on the 2nd. January, 1944, after which no further news was received. The aircraft was due to return to base at approximately 07.41 hours, on the 2nd. January, 1944.
- A telegram from the I.R.C.C. quoting German information, states that P/O. Zubic and P/O. Suddick were killed on the 2nd. January, 1944.
- An extract from official German totenliste No.201, confirms their death on the 2nd. January, 1944, and states that they were buried in the Belgian Municipal Cemetery, Gosselies, nr. Charleroi, grave numbers as follows:
P/O. Zubic - Grave No. 74. P/O. Suddick - Grave No. 76.
Their date of burial is not stated. Gosselies is located approximately 4 miles North of Charleroi, Belgium.
- It is accordingly submitted that the death of CAN/J17136 P/O. W.E. SUDDICK, and, CAN/J27319 P/O. F.J. ZUBIC, be presumed, for official purposes, to have occurred on the 2nd. January, 1944.
- The remaining six members of this crew were not R.C.A.F. personnel.

1/4/44.

ORIGINAL ON P4/CAS/CAN.
"RETURNS": 4-12 VOL: 5 FOLIO: 16
8.D.15 Ref to Ottawa 22 A 2577-44
C-12 N.C. file

R. K. Mann Cpl.
R. K. MANN
R.C.A.F. Casualties Officer.

MINUTE 2.
App. 1. of Minute 1. approved.
A. B. MATTHEWS

- Sturley, Ross Griffin
- Sturmy, William John D.
- Stuttle, Norman Edward
- Styles, Jack Morris
- Sucharov, Mortimer S.
- Suddick, William E.
- Suggitt, William Reid
- Sugrue, William Donald
- Sullivan, Clifford Roy
- Sullivan, Joseph Patrick
- Sullivan, Patrick William
- Sullivan, Stafford John
- Sullivan, William Joseph
- Sulz, Henry
- Summerhayes, John W.
- Summers, Malcolm B.
- Sumpton, John E.
- Sunstrum, Alexander L.
- Suries, Charles Pitman

Sabretache
THE OFFICIAL JOURNAL OF THE CALGARY MILITARY HISTORICAL SOCIETY
The SOCIETY

is a non-profit registered society which fosters the study of the military and the police, and the heritage of Canada, the British Empire, and the world as well as the preservation of military artifacts and records. The CMHS meets once every calendar month at:

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